

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:03 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1093 Const Calendar Day: 666 Date: 01-Apr-2014 Tuesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition partly cloudy at start shift; showers start 0815

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

On site today from VGO are Rob Rutledge and Dave Van Dyke. They arrive on site at 0800, take lunch between 1200 and 1300, and leave the site about 1700.

VGO continues works today on the program to collect the data, add the calculated channels, and produce plots for the two times a day reports for TR's 12 & 13. There is also work to debug the system for automatic email notifications in the event of a rod break. Starting about 0945, VGO grinds a flat spot at the end of the test rods at TR's 12 & 13 for the addition of the clamp for the connection for the use of the reference electrode. The clamp is not added today because of other operations necessary on the rods. At about 1400, VGO adds the wet chamber thermocouple to TR's 12 & 13 through the hole provided in the top of the test rigs. The wires for the wet chamber thermocouples and the rod thermocouples are also attached today. VGO notifies me that there is an issue with one of the secondary strain gauges at TR 13. The data and plots will be adjusted as appropriate.

Crews at the Pier 7 warehouse area are working an 8-hour shift 0700 through 1530 today. However, work for the ironworkers and operators is called off due to weather by 1330 so that they work 6-hour days. Rain showers start this morning about 0815 and are heavy or light at different times during the day. The laborers at the Pier 7 warehouse area continue working an 8-hour shift until 1530 despite the weather. At the CCO 314 test rig site, ironworker Jared Garret works a 6-hour shift from 0700 to 1330, operator John Sabatino works from 0700 to 1200 on CCO 314 and then works elsewhere after lunch, and laborer Carlos (Pedro) Garcia works all day from 0700 to 1530 on CCO 314.

As a result of rain showers that continued yesterday after the completion of pumping in the morning to remove the previous lake in the test rig area, because of the intentionally plugged DI per the approved SWPPP, water collected again in the test rig area. The sampling, testing, and approval yesterday apply to today as part of the same weather event and ABF can begin pumping the water first thing this morning. After the laborer sets up the pumps in the low spot of the lake to pump the water to the next DI, pumping starts about 0725. Because the lake has some oil on the surface as a consequence of the recent work in the area, while the water is being pumped from the low spot, the oil sheen on the surface is collected with a shop vac and placed in 55-gallon drums for later disposal. Pumping is complete about 0900. However, the laborer continues work on this operation until about 1100 to put away the pumps and hoses and to continue addressing oil on the ground in the test rig area, including use of a shop vac and absorbent pads. There is additional rain in the afternoon and the lake at the CCO 314 test rig area builds again in the



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afternoon, which will be addressed tomorrow.

The ironworker and operator primarily work today on the crane mats, k-rail, sandbags, and traffic plates north of TR 13. First crane mats (two 5'x7' and one 5'x16') and individual 12x12's are placed to the sides and to the north of the TR 13 concrete slab to elevate the sandbags and k-rail. Four of the CT purchased (not ABF's k-rail rented on a daily basis) 10' k-rail are set – one to west, one to east, and two to north. Between the two k-rail to the north of the test rig, a steel plate ("wedged plate") is placed per the plans. Two of the k-rail are placed early to the east and west, then the sandbags are in place by approximately 0950, then the other two k-rail to the north along with the wedged steel plate and some sandbags between the two k-rail with the wedged steel plate are added, followed by the placing of the two traffic plates over the top. This work north of TR 13 is complete by about 1130.

At about 0815, rain showers start. The operator continues moves materials for the work north of TR 13 while the ironworker primarily works on other test rig setup work between about 0830 and 0930. At the TR 12 bellows/flashing, where a hole was previously punched, the fix with Adeka KM string and caulk is improved with a second application of caulk (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber). The bellows/flashing at TR 13 (flange previously bolted to test rig) has the stainless steel hose clamp added to where it is parallel to the rod and the interface between the rod and bellows/flashing is caulked (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber). With work yesterday on the intentional holiday in the galvanizing in the test rod at TR's 12 & 13, today's work to finalize the test washer and test nut can proceed. Caulk (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber) is applied at the washer to end plate interface. Teflon plumbers tape (3 wraps) is applied to the test rod in the area between the back of the nut at stickout end and the mid-height part of the nut (the back half of the nut away from the area of the intentional holiday in the galvanizing and the wet chamber has the Teflon plumbers tape) and the nut is installed to the point where the stickout measures the same as it was when the measurements were taken to place the intentional holiday in the galvanizing of the rod.

For the TR 12 bellows/flashing, in the afternoon, the flange is bolted to test rig diaphragm plate that has drill and tap holes. First caulk (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber) is placed between the diaphragm plate and the bellows/flashing flange, then the reinforcing washer plate is put against the bellows/flashing flange, and then the 4 bolts are tightened to compress this area. This is the last work by the ironworker before leaving for the day by 1330 because of the rain showers.

After the laborer is complete with the pumping of the lake from recent rains to the next DI per the approved SWPPP at about 1100, he begins work building SWPPP containments on the concrete slabs for TR's 12 & 13. These are 2x4's caulked to the concrete slabs to contain NaCl Solution that leaks or is intentionally vented/drained. For the previous work on these slabs, for TR's 10 & 11, the SWPPP containments are still partially in place, but approximately half of the 2x4's had to be removed so they were not in the way of other work. The work today consists of scraping off any of the old caulk, measuring and cutting the 2x4's, drying the concrete with compressed air (work happens between rain showers), and caulking the 2x4's down to the concrete slabs. One of four containments is completed before lunch and the other containments are completed in the afternoon. All 4 SWPPP containments on the concrete slabs are complete by about 1430. Then, after the afternoon break, the laborer replaces the visqueen for the SWPPP containment for the two 300 gallon poly tanks that will be the reservoirs for the wet chambers in the test rigs – the visqueen and framing are left over from previous work at TR's 5-11 and has some holes in it. This work is complete by the 1530 end of shift for the laborers.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used for parts of the day, mostly by the laborer. An oxyacetylene torch is on idle/standby at the test rig work area. A compressor – IR P185 ABF ID 000002 is on idle/standby at the test rig work area most of the day, except when used briefly by the laborer to dry wet appears on the concrete slabs where caulk will be applied for SWPPP containments. An Extendable Forklift, a small Hyster 80 forklift, and a Hyster 155 forklift are used at the test rig work area at different times of the day. A Kubota Cart is used by the laborer at the test rig work area. Two water

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pumps are used today to move water from the test rig area per the approved SWPPP.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

10' ABF k-rail = 4 pieces

20' rented k-rail = 16 pieces

20' ABF k-rail = 19 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 4 hr

Ironworker Jared Garrett - 6 hr

Operator John Sabatino - 5 hr

Laborer Carlos (Pedro) Garcia - 8 hrs

Radio (3 radios) - 19 hrs

Kubota Cart - 8 hrs

Extendable Forklift - 5 hrs

Small Forklift - 1 hr

Water Pump - 4 hrs

7 kW Generator - 8 hrs

k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 5 pcs

Crane Mats (12x12 - 5'x7') - 15 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work

INSPECTOR OT REMARK:

Office 2 hours: I am in the field from 0700 to 1530, and then I am in the office to address DJV issues with the Test IV (Townsend Test) until 1730. I meet with the DJV to go over the DJV's comments on the VGO pH and reference electrode submittal informally provided by ABF yesterday, officially submitted by ABF today, and will be implemented at the test rigs as early as tomorrow. Per the DJV's request, I also package photos from today's work on the test rod prep work at the test rigs for Dr. Townsend to review tomorrow when he is on site. ABF's shift is 0700 to 1530. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.